while at another point a sergeant calmly walked over the line with a girl. In fact, personal acquaintance with the guard-ing party seemed to be the best pass.

Ing party seemed to be the best pass.

The spectacle yesterday and last night amply repaid the trip to the field. Throughout the day the long, beautiful lines of the R-84 shone in the brilliant July sunshine. Even though her gondolas touched the ground her long gray back was visible for miles away as it rose nearly a hundred feet over the flat country and the low buildings about the field.

grace of her simple lines.
So heavily congested were the roads that there were a number of accidents.

one fine limousine was turned on its side on the Jericho turnpike and its occu-pants, a woman and two children, were

severely cut by glass.

One man who got a glimpse into the interior of the great body of the airship came back to the side lines yesterday afternoon overflowing with emotion.
"It reminds me," said he, "only of the
Blue Gretto on Capri. The fabric is
slightly translucent, and the same beauti-

At night sheds through it all.

At night the spectacle was no less impressive than during the day. Shortly before dark ballast was released from the after tanks and the forward hawsofs were paid out until the ship rose on an area here. ful light sheds through it all.

el to a height of almost two hun-There, with the beams of the search light playing on her sides, she loomed for miles about like a ray of enormous for miles about like a ray or enormous, prodigious meenlight. The night was fine and clear. There was barely a bit of wind and to the gentle breezes that came from time to time the R-34 swung easily by her forward moorings.

Capt. Scott had come to the field to

superintend the mooring for the night personally. He said that the failure to unballast the after end, letting it too high last night, was responsible for the accident of the morning. So he de-clined the invitation which his brother officers accepted for a dinner and dance at Southampton, let the crew go to New York for a look at the sights and him-self prepared to spend the night hear his charge in one of the barracks on the

#### Many Walt to See Start.

Up to a late hour last night the roads centring on Roosevelt Field were spot-ted with the myriad lamps of hundreds of motor cars, whose occupants came that way, drawn from afar by the gilton Roozevelt Field were spottering, towering hulk of the dirigible and by the expectation, based on the reports of yesterday afternoon, that they might be able to see her departure last ight or early this morning.

Full advantage of the delay is being taken by the six British and six Amer-ican mechanics, who have been at work on the five Sunbeam motors. They were found to be heavily deposited with car-

bon after the long run here and the work of cleaning this out by scraping will be finished with meticulous care to-day. Lieut. Guy Harris, the dirigible's meteorological officer, was anxiously waiting at the field yesterday afternoon and into the evening for weather reports from the other side of the Atlantic, which

he expected by cable from London.
"If I should land them in bad wenther when they're in sight of home." he said, half in earnest, "I'd be shot at sunrise. when they're in sight of home," he said, half in earnest, "I'd be shot at sunrise, sible.

"The German Z-72," he said, "which war. Major Pritchard said last night the can navigate with the wind against us and in almost any kind of a storm. That was proved on our Baitic trip, when we met a gale that would, in my opinion, have sunk any surface ship. The R-34, however, not only weathered it, but was not affected by it except for the slowing down of her speed. We won't sail in that kind of weather now if we can help it, however, for there is no naval necessity for it on this kind of a trip, and there's no desperate need for speed to London,"

Accident is Minimized.

Italy, and through Germany it possible.

"The German Z-72," he said. "which war. Major Pritchard said last night that the ship was then filled to 70 per cent. So has 2,000,000 or sho arrived she was but half full.

Col. Hensley were among decorations and campaign ribbons on his breast a bow of green ribbon edged with black, almost as large as a man's bat wing the large and in adjor Pritchard said last night that the ship was then filled to 70 per cent. on the capacity of hydrogen. When sho arrived said last night that police work at the field estimated when hot difficult the ship was then filled to 70 per cent. on the reporter she was but half full.

Col. Hensley were among decorations and campaign ribbons on his breast a bow of green ribbon edged with black, almost as large as a man's bat wing the law. The roads were still lined with a long stream of automobiles were larged than about it.

"That," said Col. Hensley with a smile, "is the insignin that entities me land war. Major Pritchard said last night war. Major Pritchard said last night war. Major Pritchard said last night that the ship war. Major Pritchard said last night that the ship war. Major Pritchard said last night that the ship war. Major Pritchard said last night war. Major Pritchard said last night that the ship war. Major Pritchard said last night that the ship war. Major Pritchard said

here without the protection of a shed," gineer. "Every possible precaution was taken by your efficient officers and men in charge, and if there should be an ac-cident it could be nobody's fault. It would be simply that the chance we had eken had turned out against us."
Some criticism was heard nevertheless
about Roosevelt Field that more mea

were not on hand in the early morning when the heat of the rising sun ex-

Lieut. W. H. Hoyt, the American naval officer in charge of navy arrangements at the field in the absence of Capt. The vessel had been moored during

the night much as a ship would be moored in a stream. Her main hawsers were led through the outer fabric just ferward of the forward gondola. But apparently no provision had been made for a hawser hole, such as that which marks the bows of a seagoing vessel, and when the ship yawed in the puffy wind of the morning officers explained.

damaged, however.

"It would not hinder the ship's ability object of his trip. He had just returned to rise," said Major Pritchard, "though a from Boston, whither he had gone on a gap in the outer covering, affording a fruitless quest Saturday night when the means for the wind to get inside, would R-34 reported herself running short of from officials of that organization to hinder seriously her steering and han-gasolene.

Paris on her return trip across the At-

offers of fabric and sewers to put in a patch. They were told, with thanks, that the spare fabric was at hand and that the service mechanics could do the

work. The patch was completed late yesterday afternoon. The ship had been riding with her stern elevated at an angle of 45 degrees stern elevated at an angle of 45 degrees been taking many reels of the arrival of through Sunday night. With the sun the R-34 and the work upon her had yesterday the wind came on fresh from heart palpitation yesterday when they the northwest and swung puffly around were informed by a message from Secto the southeast. The tail of the big retary Daniels that all their film would dirigible, held but lightly to the ground, have to be censored before being exhibited, began to flap from side to side, and the The only intimation of the reason for this play of the bow hawsers, made fast far was that the British might have replay of the bow hawsers, made fast far was that the British might have rewithin the structure, began to tear at the fabric. The forward gondola bumped the ground, bending the hand rail at its lower edge. These hawsers promptly were eased off and the whole vessel rose into the air, where she might ride more casily.

Considerable excitement was caused by

It was announced that Lieut. Henry

Considerable excitement was caused by

For Canadian News See Pages 16 and 17

and some were not permitted to come up beneath the great ship's underbody approached the ridiculous. The navy assumed jurisdiction here, and though soldiers with shotguns patrolled the inner lines the instructions with regard to field came shouting orders. The dirigible carries the words "Pro Patria diers which they had received seemed to identify allied aircraft. It consists sunday night, were routed from their of a shield with lion rampant. The barracks and hurried to the scene, while officers from the various parts of the lines the instructions with regard to field came shouting orders. The dirigible craft's name, "H.M.A.R.-XXXIV"—for was allowed to ride thus high and casily. "His Majesty's Airship R-34."

National of the craws of balloonists and which throughout the war has served to identify allied aircraft. It consists sunday night, were routed from their of a shield with lion rampant. The carries the words "Pro Patria diers with shotguns patrolled the inner officers from the various parts of the lines the lines that the line rampant. The carries the words "Pro Patria diers with shotguns patrolled the inner officers from the various parts of the lines the lines the lines the lines that the lines of the lines the lines and lines to the scene, while officers from the various parts of the lines the lines the lines the words "Pro Patria diers with shotguns patrolled the inner officers from the various parts of the lines At one point of the line yesterday swaying on the ropes and lines as she afternoon a sentry was holding up an swayed, until Major Scott, awakened officer of the R-34 accompanied by an from sleep at the last possible moment, American Rear Admiral and his wife, arrived on the field about 10:15 o'clock, while at another point a sergeant calming. Under his direction the forward end was hauled carefully to the ground, ten men were sent scurrying up into the in-terior and hurried aft. Their weight aft promptly brought the stern within reachng distance and the ship was held

Expects to Leave Before Dawn.

Close at hand her hulk looked more like some feature of the landscape than like a ship. It was as unbelievable that she could rise and soar into the air as it is that a great ship on the ways can slip into the water. Throughout the day motor car loads of people came and marrivelled at her huge size and at the perfect grace of her simple lines.

So heavily congested were the roads she was then anchored by the local cause one end has to be free. She swung easily and rode to her moorings beautifully all through the night. When the sun expanded the gas this morning she surruggled to rise and we had to pull struggled to rise and we had to pull struggled to rise and we had to pull struggled to rise and we had to pull the hydrogen escapes from the tanks by an automatic valve as it expands and

sisted on minimizing the incident of the

We did not come anywhere near losing the ship," he said, "and allow me to say that even if we had it would have been all right. When we planned to come here the British Government asked the United States Government to build a shed for us. The United States Government refused, and the British Government seent a renly which

"The British Government felt that the librium between the two tubes is main-royage was well worth the risk. We felt tained.

This relation between the hydrogen and between the two peoples and that it the gasolene governs the loading of the would be well worth the cost, even if vessel. The procedure yesterday was to the ship was lost. The British Govern-feed a little of one and then a little of would be well worth the cost, even if the ship was lost. The British Govern-ment authorized the flight with a full the other. The buoyancy of the graft thus chowledge of the conditions here.

So slight was the damage to the small punion braces between the dirigible's main frames that Commander Scott told the the field about 10 o'clock last night reporters at noon that the departure this when the stern of the R-34 was observed forning was sure.
"We hope to have 5,000 gallons of

petrol on board when we sail," he said.
"We will fly over New York and thence
over the ship lane to England."
One of the happiest persons about Roosevelt Field yesterday afternoon was Col. William N. Hensley, Jr., of the United States Army, who has been desig-nated to replace Commander Zachary ansdowne of the United States Navy irip. Col. Hensley is the who are enfor the heavier and one for the lighter than air service. He has piloted both

#### dirigibles and airplanes. Has More Confidence in Dirigible

parable to the R-34." After completing the transocean flight

Accident is Minimized.

Semile, "is the insignia that entitles me to go on board the R-24."

Nothing the reporters could offer him breeze of resterday morning was not important in the courteous opinion of British officers in charge.

Nothing the reporters could offer him in the way of either wealth or fame would induce him to part with it, even efficers in charge. would induce him to part with it, even We knew we would have to moor for a few minutes.

When the R-34 starts nome and carry with her a handsomely bound Bible containing the inscription, "Pre-sented to the crew of the R-34 by the Ray John R. Nelson, New York." Mr. When the R-34 starts home she will Rev. John R. Nelson, New York. on, a missionary, went to Roosevelt Field yesterday afternoon and presented the Bible, which was gratefully received by the crew. Mr. Nelson said he had then the heat of the rising sun ex-been the heat of the rising sun ex-been prompted to this act by the stories of the charms which the aviators had "The sun rose unexpectedly hot," said carried coming out. A phonograph company also presented to the crew a new machine to replace the one which, ac-"broke a mainspring" on the way over.

Newspaper men were complimenting Gen. Maitland yesterday on the excel-lence of that same account. "When the Irish conquer England, General," said a fresh reporter, "you can get a job on any newspaper I'm

"Well," replied the General with a twinkle, "you honor me if you don't honor England." and when the ship yawed in the pully wind of the morning, officers explained, the turning on the main hawer capt. T. Craven, who has been in was responsible for the ripping of the charge of the arrangements at Roosevelt fabric and of the outer supports. None of the essential structure within was a late afternoon train for Washington yesterday. He would not explain the

> when told that the commander was absent from the field at the tir

### Navy to Censor the Films.

Motion picture operators who have

W. Hoyt. U. S. N., would censor the film, but at the same time that officer announced that he would be too busy to do it until after the R-34 had left. to do it until after the R-34 had left. Twenty-five additional pounds of mail, between 300 and 460 letters, were received yeaterday by the Postmaster of New York for the R-34. Most of the letters were official mail from Washington. The few private letters, however, were accepted at the 2 cent rate. The R-34 is thus grossly underselling our Mr. Barleson's air routes.

One of the details which a close view of the R-34 brought out yet arday was the arms of the Royal Air Force on bow within the tri-colored rosetts

Nailed tightly to the frames of the forward gondola was a horseshoe, ancient symbol of luck, with the open side up in orthodox fashian. The gondolas The silver paint, it has been above. The silver paint, it has found, best deflects the sun's rays. forward gondola is in two parts, after part containing the engine wh drives the forward propeller. The for-ward part is a separate structure, con-nected with the after one only by fabrica throughout the day on an even keel, ward part is a separate structure, con-which mechanics worked bushly within nected with the after one only by fabrics and without in the house of getting in order that the mass of navigational everything ready for departure before instruments there may be as little disinstruments there may be as little dis-turbed by vibration as possible. There are as many of these instruments with their dials and strange levers and handles for the controls as there are cells to a Brig.-Gen. L. E. O. Charlton asserted for the controls as there are cells to a his belief at noon that the R-34 would be determined for the controls as there are cells to a honeycomb or quills on a hedgehog, so far as a layman could observe.

#### Motors Carefully Maffied.

. The wing gondolas are mere engine rooms, each containing a motor, but in one of them is the cook stove attached to the exhaust, upon which all of the hot food during a voyage is prepared. All of the motors are carefully muffled. not only to cut down the noise, which would be almost intolerable beneath the echo in the belly of the ship, but to sup-

her down by the nose, send men up through to the stern and bring her to an even keel again."

Major Pritchard again at this time in When hydrogen gas is expelled the

When hydrogen gas is expelled the orning.
"We did not come anywhere near necessitates the discharge of ballast. The principal ballast is gasolene and gaso-lene naturally is not to be wasted on the air, as it serves for fuel. A considerable amount of water ballast is carried, but is designed principally for use in emerbuild a shed for us. The United States gency. As the hydrogen escapes in the Government refused, and the British natural course of the ship's voyage the Government sent a reply which gasolene is consumed by the engines and a condition approaching the initial equi-

was maintained as near the constant as

to be settling rapidly. An American ever, by ordering a man into the after condola, there to release water ballast The water once out the stern promptly returned to her normal position.

#### Ship Settles After Night.

The whole ship settled last night until about 2:39 in the morning, when the hydrogen, contracting with the falling temperature, reached its greatest density. Measures had been taken, however, to prevent any sudden dropping of the R-24 to the appropriate the results of the results of the R-24 to the appropriate the results of the R-24 to the appropriate the results of the of the R-34 to the ground.

The high riding position of the R-34 early last night gave infinite relief to crews of soldiers and sailors who Has More Confidence in Dirigible, had been serving as human anchors throughout the day while work was going on on board. Thenty men held the make the flight back," he said yesterday. very much more comfortable than an airplane to ride in. There is not the terrific roar of the unmuffled motors of the airplane. Personally I have a factor of the commander of the C. the airplane. terrific roar of the unmuffled motors of the airplane. Personally I have more it was not a job that they relished and confidence in the dirigible than in the many complained that they had had to confidence in the dirigible than in the airplane, though the latter presents perhaps more interesting technical studies.

"We hope," he concluded, "soon to have in this country something comtered hands, was not a loo that they reliand and to airplane, though the latter presents perhaps on the "durined pig" for hours at a time without food or drink. Hanging on, they insisted with a display of blistered hands, was not an easy job, even

Major J. E. N. Pritchard, the ship's Spection of aircraft, principally balloons, through Great Britain, France and Italy, and through Germany if possible.

# IN CENTRAL PARK

First Seaplane to Cross Atlantic Is Still on Lighter.

The NC-4, the American seaplane which flew across the Atlantic, was not moved yesterday, as was expected, from its place on navy lighter \$9, lying off the naval pier at the foot of Thirtyfifth street, Brooklyn, Lleutenant-Com-mander F. R. Berg of the mine layer Aroostook, on which the seaplane was brought from England, said he thought the NC-4 would leave the pier to-day. The lighter carrying the seaplane will be towed to the pier at the foot of Seventy-ninth street, Manhattan, where it will be unloaded and taken to Cen-tral Park in thirty trucks. In Central Park the parts of the NC-4 will be as-sembled, and it will be on exhibition for a week. It will take five days or a week

to put the NC-4 together.

The exhibition will be in charge of Lieut, David A. Mount, aid for aviation at the Third Navai district, assisted by Ensign Talbot, who was a member the crew of the NC-1. Sailors and pobeing exhibited, after which it will be taken to the Smithsonian Institution at Washington.

R-34 Carries K. of C. Letters. In gratitude for the creature comforts provided to the crew of the R-34 by the Knights of Columbus at Roosevelt Field. means for the wind to get inside, would R-34 reported nerses the Athinder seriously her steering and handling aloft."

As soon as it was known that the fabric and minor structures had been injured, the Curties company, nearby, sent commander Scott of the R-34. He wished personally to congratulate him offers of fabric and sewers to put in a control of the serious deep regret.

Paris on her return trip across the Athinder Secretary Daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director: William J. McGinley. Secretary daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director: William J. McGinley. Secretary daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director: William J. McGinley. Secretary daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director: William J. McGinley. Secretary daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director: William J. McGinley. Secretary daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director: William J. McGinley. Secretary daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director: William J. McGinley. Secretary daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director: William J. McGinley. Secretary daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director. William J. McGinley. Secretary daniels called Roosevelt lantic, it was announced last night. They have been written by William Larkin, overseas director. headquarters in the Place de la Made

### 11 GREEKS, 2 JEWS SLAIN.

Slaughter in Sokia District Occupied by Italians.

SALONICA, July 7.—Eleven Greeks and two Jews of French nationality have been willed by unidentified persons near the vicinity of Sokia, fifty miles south-east of Smyrna, according to the Athens Agency. The Sokia district is occupied by Italian groups.

Agency. The Sokia district is occupied by Italian groups.

In districts not occupied by allied troops the inhabitants are being recruit-ed forcibly. A number of Moslems who resisted were shot. A number of Aron Pergamus. Bodies of several Greek soldiers were found mutilated.



## AIR MAIL FOR MANY PROMINENT PEOPLE

R-34 Carried Letters to U. S. and Canadian Officials as Well as Citizens.

POSTAL BAGS GO BACK

Hempstead Post Office Is Used as Clearing House for Dirigible's Missives.

Mail from various members of the Cab inet and army and navy officers as well as prominent citizens throughout the country which arrived at Hempstead late last night will be taken to Roose velt Field early this morning by Post-master Francis J. Mulgannon of Hempstead, to be placed on the R-34 and delivered in Scotland immediately after its arrival.

Mail brought to this country on the

dirigible was remailed at the Hemp-stead post office early yesterday morn-ing. One letter was for the Right Hon. Sir Robert Borden, G. C., M. C., Prime Minister, Government House, Ottawa Another was addressed to the president of the American Flying Club, 11 East Thirty-eighth street. New York city, from E. M. Maitland, London, Bronso W. Griscom, care of Mrs. Adrian Iselin, New Rochelle, N. Y., also received a letter

Other letters brought by the airship were addressed to Hon. P. E. Blondin, Postmaster-General of Canada; the Hen. Arthur L. Sifton, K. C. M. P., Minister of Customs, Ottawa; his Excellency, the Duke of Devonshire, Governor-Genera and Commander in Chief of Canada Ottawa; the Hon. Josephus Dantels, Sec retary of the Navy, Washington, from the First Lord of the Admiralty. The Speaker of the House at Washington received a letter from the Speaker of the House of Commons, and A. S. Burleson, Postmaster-General Washington, one from his Majesty's Postmaster-jeneral. The Secretary of the Navy received a missive from the United States Naval Service operating in European waters. The letter was written on the paper of the U.S. S. flagwritten on the paper of the U. S. S. flag-ship Corsair and marked "Vin R-24 by courtesy of the British Air Ministry courtesy of the British Air Ministry.
Admiral W. S. Benson, N. S. N., chief
of Naval Operations, Washington, D. C.,
received an aerial letter, also Frank N.
Doubleday, Oyster Bay, I., I.; J. P.
Morgan, 25 Wall street, Mrs. Mailabar,

York
Just before the R-34 landed on
Roosevelt Field Major E. Herbert Scott. the commander of the R-34, wrote a postal card to his wife at 2 Abbey Lands, Dunbar, Scotland. Several of the other officers of the airship also

#### LETTER TO HYLAN COMES BY THE R-34 Lord Mayor of London Sends

Message of Good Will. Mayor Hylan received yesterday a Mayor Hylan received yesterday a fly across the Bernese Alps, having letter from the Lord Mayor of London, brought by the dirigible R-34, and wrote a reply which the alrehip will take 10 the Pyrenees from Pau, France, to be the Pyrenees from Pau, France, to a reply which the airship will take to England. The Lord Mayor greeted Mr. Hylan as "His Worship, the Mayor of New York." His letter follows: THE MANSION HOUSE,

June 11, 1919. My Dear Mr. Mayor: I am send-ing you by the airship R-34 this mesing you by the airship R-3s this message of friendship and good will on the part of the city of Loudon for the great and famous American city over which you so worthily preside. I trust it will reach your hands in due course and be the first of its kind in that new method of civil and commercial intercourse which. I have no doubt, will be the great feature of the days to come. I am sure you will rejoice, as I do, in observing the keenness and the friendly rivalry with which our fellow countrymen are so which our fellow countrymen are so enthusiastically engaging in this en-

Satisfactory

Guaranteed

#### by the same means if you will thus favor me. Yours truly, HORAGE MARSHALL, Lord Mayor of Londo His Worship, the Mayor of New

This is Mayor Hylan's reply; CITY OF NEW YORK,
Office of the Mayor,
July 7, 1919.

Hon. Horace Marshall, Lord Mayor of London, the Mansion House, Lon-don, E. C., 4; DEAR MR. MAYOR: I have your

message of friendship of June 11 just delivered to me by the airship R-34. Accept my heartiest congratulations on the first crossing of the Atlantic

on the first crossing of the Atlantic by a dirigible.

The successful trip of the R-84 demonstrates for all time that trans-stiantic navigation, through the medium of lighter than air craft, is not only possible, but practicable. The big British dirigible successfully accomplished one of the three tre-

mendously significant pioneer achieve-ments in aeronautics. Major Scott and his crew of the R-24 have made a vast contribution toward the conquest of the air, and the courageous enterprise has justly received universal plaudits. These gallant men are deserving of our highest felicitations for their daring and persistency. Following so in the wake of Read, Alcock Hawker, it completes a remarkable series of aerial adventures. Out of the sum total of the experiences of these aviators will come knowledge which will expedite the placing in

mmon use of aerial ships for civil America and Great Britain take just pride in the glowing success of nerial ventures which have been accomplished since the dark clouds of war have been swept from the

With best wishes for continued and greater success in this branch of science which is destined soon to rev-olutionize present day means of travel and transportation, I have the John F. HYLAN, Mayor.

#### PHILADELPHIA TO HAVE AERIAL LINE Service to New York and At-

lantic City.

Special Desputch to THE SER. PHILADELPHIA, July 7 .- Aerial passen- that we could get off to-morro ger and freight service will shortly be the weather is against us. We are poststarted between Philadelphia, New York and Atlantic City with its base in this city.

Gen. Maitland said that the trip to

This route is being established by the Pennsylvania Aero Service Corps, a company incorporated for \$100,000, with of-

A large nume.

L. Mailabar, 326 West End a.

Mrs. Charles Cole. Jr., Sucasunna, N. J.,
which was from the Comptroller, London: Mrs. J. C. Sparks, 257 Amity street, Flushing, L. I.; Mrs. Fanny I.

Dean, 199 South street, Morristown, N. J., which was from I. A. Dean, American Red Cross, London, and last but by no means least in importance was but by no means least in importance with first control of the field. A schedule of regular trips will be give within thirty days.

The enterprise was started by John C. Howard and Forester H. Scott, both of this city. The former was an army into a visual control of the complex of the field. several are expected to arrive here this craft.

"Really," he said, "I expect it will be used paval aviator,

#### NOTED SWISS FLIER KILLED. Oscar Bider Falls Near Zurich

Two Killed in Cuba. BERN, July 7.—Oscar Bider, reputed to leading Swiss flier, was killed to-day

a fall from a height of 5,000 feet Bider, who was the chief erobatic stunts preparatory to a public

Madrid. HAVANA, July 7 .- Two Cuban airmen.

## Sergeants Santlago Aleman and Jose Diaz, were killed to-day when their air-plane caught fire and fell near Columbia

WIRE REPAIRMAN GOES BY AIR. enplane Used for Journey

Panama Canal Zone. WASHINGTON, July 7 .- Airplanes now air service announced to-day. A sea-plane, piloted by Lieut. J. R. Duggan and carrying Major Prescott, was sent from Balboa to San Carlos, fifty miles south, to repair a break, completing the round trip and the task itself in an hour and fifty minutes.

# ferprising pursuit. I shall welcome a reply from you

IMELY, indeed—a special offer of white mercerized oxford shirts in attached collar and neckband styles, adapted for sport and summer wear.

A value reflecting the merchandising power of these stores and emphasizing the rigid manufacturing specifications upon which we insist.

To the golfer, the tennis devotee, the out-of-doors-man of any school, the shirts are sure to prove attractive.

On display and sale this week in our eleven stores. Special \$2.85

# Weber and Heilbroner

Clothiers, Haberdashers and Hatters-Eleven Stores \*241 Broadway 345 Broadway 775 Broadway \*1185 Broadway \*44th and Broadway 1363 Broadway 58 Nassau 150 Nassau 20 Cortlandt \*50 Broad \*42d and Fifth Avenue \*CLOTHING AT THEE STORES

## R-34 OBSOLETE NOW, SAYS GEN. MAITLAND

Predicts Immediate Construction of Commercial Craft Twice the Size.

SAFE IN ALL WEATHERS

Will Carry Huge Quantities of Mail, Freight and Passengers in Comfort.

Brig.-Gen. E. M. Maitland, the Bett. ish Air Ministry observer with the R-24. Is certain of the permanent success of the dirigible in commercial traffic. He says that this not only has been proved true by the trip of the R-54, but also by the Germans. The Germans, he says, would in all likelihood have bombed New York from the super Zeppelins they now have if the war had lasted another

He predicts for the immediate futur British craft twice the size of the R-34 They will be as rugged as the R-24 is frail. They will be able to cruise and ride at anchor in the open for montus at a time. A hangar will be necessary only for half yearly repairs, us a dry-dock is useful for a ship. They will carry huge quantities of mail and freight and many passengers. All of this, he says, is a matter of immediate develop-ment. It is to arouse America to these prospects as much as anything else that the R-34, already obsolete as he says,

has made this right voyage.

Talking to a group of reporters just after his final inspection of the great R-24 before dusk last night he said: "First of all will you say for me that we never can be grateful enough for the splendid reception you Americans have given us. Your soldiers and satiors here on the field have taken as great an interest in laboring over the R-34 rs we ourselves.

"In all probability we will not leave until some time between midnight and dawn on Wednesday morning. We have been hoping against hope all day to-day

Washington had been abandoned fices in the Stephen Girard Building. The company has purchased a fifty acce tract of land in southwest Philadelphia for its base.

A large number of Curtiss planes have teen ordered by the company, and

> startling to any one who is not in touch with recent developments. Few people realize that the R-34 is obsolete already. home we are building one that is twice as large. In a year or so I sincerely hope that we will have got as far as ships five times as large. "You see with the increase of the size

the efficiency of the ship is increased enormously. For instance, its budyancy increases as the cube and its weight only as the square of the size. That means that the greater ships of the future are to be stanch and rugged— real ships of the air. The R-34 is after all most fragile. With the greater buoyancy of the larger ships the frames can be built more strongly and the en-gines more powerful. The big ships are

## the bigger, stancher ships will be weather proof. They will be constructe so that they can ride to moorings like ship through almost any kind of weather. Hangars will be used only for construction and repair. That will sim-plify tremendously the terminal facilities

and make them entirely independent of the weather in landing and leaving. "With the increase in size there will not be necessarily a corresponding in-crease in crew. That will mean more space for passengers, mail and freight. Refinements of construction will of course add to the comfort of travel. The

course add to the comfort of travel. The R-34 can carry twenty-one tons. The ship twice her size can carry several hundred tons, and so on.

"This is a development that is practically limitless. The structural and engineering problems already have been solved. It remains only to find the size that will be the most useful. And that size will not be limited, as in the case of vessels on the surface of the sea by the depth of harbors and the twists of channel. When you can find these vast channel. When you can find these vast plains like this a half hour from the heart of New York it shows how easy the terminal problem will be.

"It is to help arouse America to these great prospects that the R-34's trip was planned. We expected to do nothing more. If we do that we'll have done a great deal. And please, again, put it down how much we appreciate the cov-teous and magnificently efficient was in which you have received us here.

## DISPUTE ON TRIAL **NOW GROWING HOT**

Continued from First Page

ous angles the Coalitionists will doubt-Kaiser. Liberal opinion is already coming out into the open in opposition to Lloyd George on the trial question, tak-ing the ground that a fair trial would be The argument is that it is easy for Lioyd George to promise a fair trial now, but that the name of British justice would be injured by what would surely turn out to be a mock trial, of which the issue would be know

pressed that the Dutch Government will refuse to submit to external pressure and that Holland will take the position that under their laws their country is pelitical asylum and that they cannot be

#### LONDON NOT ANXIOUS TO HARBOR WILHELM England Has Still to Ask Extradition Officially.

LONDON, July 7 .- "The Allies have not yet made any official representations to the Dutch Government regarding the extradition of the former German Em-peror, but necessary steps are being taken in the matter," declared Andrew Benar Law, Government spokesman, in the House of Commons to-day. Mr. the House of Commons to-day. Mr. Bonar Law's statement was made in reply to a question by a member.

In reply to a further question as to whether any unofficial communication had been sent to the Dutch Government

Another member then asked: "Is the spokesman for the Govern-ment aware that nobody particularly wants the ex-Kaiser to be brought

Mr. Bonar Law said; "I would rather not say."

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on the programme for discussion by the Council of Three for several days while President Wilson was still in Paris Reuter's Paris Bureau declares to-day in an article regarding recent assertions by the members of the American peace mission that Premier Lloyd George's statement in the House of Commons had from authoritative conference circles. adds, however, that because of more urgent business coming up discussion of the question by the Council was post-

#### RIDER HAGGARD SAYS DROP KAISER'S TRIAL

Author Would Let Conscience Torture Malefactor. Special Cable Despatch to Tun Sus from the

London Times Service. Coppright, 1919; all rights reserved. London, July 7.—Sir H. Rider Haggard has joined those Britishers who would leave the ex-Kalser's punishment

"Not only will mud be stifred up by the proposed trial, but the resulting mixture will be used to blacken Great Brit-ain's face before the world. Teutoute hatred against us will be accentuated for generations. Who can doubt it that of late has noted the propagandist's power with the welcomed lie? "Can we not imagine tales told to un-

to his own conscience. He says:

born German children of the terments inflicted upon the national hero and mar-tyr in British dungeons? Moreover, this trial will certainly add to our troubles in sundry ways and in the end, unless he escapes sentence in some diamatic fashion, as is quite possible, we shall be

lastion, as is quite possible, we shall be left to play the unpleasant role of faller.

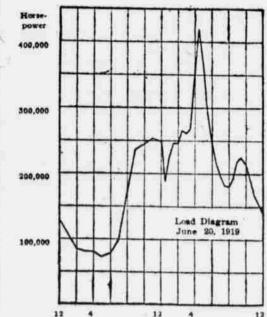
"I venture to urge that if the trial is thought necessary to prove the facts that are self-evident, it should take place elsewhere than in London. But is it necessary? I think that if they were asked many of sound judgment would say let the submarine and other murderers, violators acd all instruments. buoyancy of the larger ships the frames can be built more strongly and the engines more powerful. The big ships are cheers.

This question was received with of frightfulness be dealt with under martial law on sea or where they carried out their crimes, but let this royal intimate of heaven fall into the hands of heaven, not into those of man."

2

# "At Your Service"

An Instance of What it Means



The blackness of the sudden storm of Friday, June 20th, caused the greatest electrical demand-in both ratio of increase and magnitude-upon the generating plants of this Company in its history of more than thirty

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without precedent, yet every part of the system responded without accident or failure in any respect

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